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schools for mothers (infant welfare centers) where the mothers come to have their babies weighed, to receive advice as to their feeding and care, to attend lectures, classes, etc. Infant milk depots have been developed in France as one of the most important methods of preventing infant mortality, but they have not been successful in England, largely because of the expense involved. The author thinks that the problem of pure milk for infants is to be solved by educating the mothers to buy only the best milk procurable and by teaching them to modify it in their own homes. On the other hand, he thinks that "one of the best and most useful features of the work of infant consultations is the provision of good, cheap dinners for expectant and nursing mothers"—an important method of at least partly shielding the mother and baby from the effects of poverty.

This discussion of "the ways by which infant mortality may be lowered" is by far the best part of the book. It constitutes the best brief discussion of this phase of the subject that the reviewer is acquainted with. The discussion of the causes of infant mortality is unfortunately not so good. It is based not so much on an inductive investigation or on an examination of the available statistics as on the author's work as visiting physician to the Manchester Children's Hospital, the Manchester Board of Poor Law Guardians, and the Salford School for Mothers. Such statistics as are quoted appear to be used to support conclusions drawn from observation and experience and not as data upon which the conclusions are based. This part of the book is also not well written. It is evidently not the work of a scientist trained in the methods of social research.

The book also suffers from the lack of an analysis of the decline of infant mortality in recent years. The writer touches upon this phase of the question on pp. 2, 191, and in one or two other places, but nowhere is the subject adequately treated—an omission which is rather surprising, since the book deals primarily with the ways of lowering or producing a decline in the infant mortality rate.

HENRY H. HIBBS, JR.

The Rise of Rail Power in War and Conquest. By EDWIN A. PRATT.
London: P. S. King & Son, Ltd., 1915. 8vo, pp. xii+405.
7s. 6d.

Mr. Pratt has here turned his facile pen to a subject of great interest at this time, though, as the title indicates, it does not directly treat of

the present world-conflict. The emphasis of the study is placed upon the rise of rail power rather than upon its modern utilization in military transportation. The historical element predominates.

Railroads received their first crucial test in the American Civil War. In that bitter school of experience most of the lessons were learned that have since been applied by modern nations to railroad technique in its adaptation to warfare. In the Franco-Prussian War, the Boer War, the Russo-Japanese War, and in minor struggles, refinements and improvements have been made, but no new essential functions have been discovered.

In brief, the railroad appears mainly as an adjunct to the army transport service: to the transportation of troops and artillery, the transportation of supplies and munitions, the transportation of the wounded. In a secondary and subsidiary way armored trains have come into being as an offensive arm of the service. The latter, however, are relatively unimportant, though they have been used to advantage where the hostilities cover a wide and sparsely settled area.

There are two advantages in the use of rail transportation for fighting troops: large bodies of men can be moved long distances quickly, and they arrive at their destination without loss of numbers or energy. Rail transportation thus enables the military commander to effect rapid strategical concentrations for decisive strokes and, further, to meet the tactical requirements for victory—difficult when the battle line is widely extended—of having the right number of men at the right place at the right time.

Most advantageous has been the development of the railway ambulance transport. Some of the figures cited are very striking indeed. Thus, after the battle of Chancellorsville in 1863, between the morning of June 12 and the evening of June 14, over 9,000 wounded were taken by the single track Aquia Creek Railroad from Aquia Creek to Washington. Small wonder that the statement could be made that with the aid of the railway transport the effect of the hospital arrangements was to insure for the federals the retention of a force equal to an army of 100,000 men.

The problems of organization involved in the use of the railways by the military authorities in the past have been productive of much confusion and delay. Out of the chaos of administrative blundering has emerged the definite principle that the railroads must be left for operation in the hands of railway men. Co-operation and co-ordination are secured by placing the control of railways under "a Director of Railways

who is assisted by (1) a combined military and technical staff; (2) a Line Commission for that section of the zone where the railways can still be worked by their ordinary staffs; and (3) one or more Field Line Commissions together with railway troops where military operation is necessary." This is the French organization, and similar arrangements exist in other countries.

The reader turns to the chapter on Germany's strategical railways with great expectations, for so much in the present struggle has been explained on the ground that Germany has been able to move her troops from the eastern to the western front and from one sector to another. Any study that will throw light upon this phase of the great war is welcome. Mr. Pratt's work seems to be weakest just at this point. The information is imparted in a flat-footed and perfunctory way, and in the absence of maps is confusing. Mr. Pratt may of course plead that these lines are just now receiving their first great trial, and that only a student deeply versed in the history of military tactical theory and strategy could hope to give a sound appraisement of the value of their services or indeed, in the face of the screen of censorship, to deduce accurately the part they are playing. With all due allowances for these reasons, the subject suffers from lack of lucid exposition.

Two chapters are also devoted to Germany's development of railways in Africa and Asia, and an Appendix to the Indian frontier lines. These chapters are written from the English standpoint but do not display any considerable bias. They are quite interesting and reveal the intimate way in which railway lines become mixed up in projects of empire as consolidators or pre-emptors of territory. Incidentally a vivid light is thrown upon the wonderfully silent but keen struggle for the commerce of Africa and Asia Minor.

There are twenty-two pages of bibliography. The scope of this bibliography serves to confirm an indefinable feeling that the study is a résumé of literature rather than a first-hand investigation. The book smacks of the armchair rather than of the iron road. But while it lacks the freshness of original work it is a careful survey of the part railroads have played in war and conquest, and, even with the defects of its quality, valuable for the immense and scattered literature which, on the whole, it carefully reviews.

D. A. MACGIBBON

BRANDON COLLEGE
BRANDON, MANITOBA